

## 1.0 INTRODUCTION

Drivers in the area of 5400 South and I-215 experience heavy traffic congestion, especially during peak hours. Residential and commercial growth has outpaced the transportation system's capacity.

Planning and analysis performed over the past few years led the Wasatch Front Regional Council to add a grade-separated interchange at 5400 South and I-215 to their Long-Range Transportation Plan. Other options and solutions have been studied and suggested for the area such as limited access highways, highway loops and improved transit. Study findings showed:

- High east-west and north-south traffic volumes centered on screenlines from 2700 West to Redwood Road and 4700 South to 7000 South.
- High vehicle miles traveled on the freeway and arterials in the 5400 South area.
- Average vehicle speed lower than the posted speed limit on the freeway and arterials.

In 2009, the Utah State Legislature approved a bill that funded the study of transportation issues in the area of 5400 South and I-215. The study team, including the Utah Department of Transportation (UDOT) and the Federal Highway Administration (FHWA) proposed a phased approach to the Environmental Impact Statement (EIS) process and established goals for Phase 1 as follows:

- Gain FHWA approval on the study's traffic operations analysis to assess transportation needs.
- Conduct and document a National Environmental Policy Act (NEPA)-defensible and objective process to address transportation needs.
- If warranted, conduct a transportation improvements screening process that includes a no-build option, is supported by the FHWA and stakeholders and that would lead to design, impact and operational comparisons in Phase 2 of the study.
- Create rough estimates for three potentially constructible transportation alternatives.
- Engage stakeholders and the public from the start while making schedule commitments clear.

Public involvement-specific goals:

- Keep Taylorsville City staff, elected officials and state legislators updated on the study so that they can answer stakeholder questions or point them in the right direction.
- Keep internal UDOT staff updated on the study.
- Solicit meaningful input from the public and help them understand the study process, such as how and when input is used and how and when information becomes available.

### 1.1 PURPOSE OF THE SCOPING REPORT

The purpose of the Scoping Report is to provide a detailed summary of the initial public and agency input gathered during the scoping period, which ran from April 7, 2010 through May 7, 2010.

Comments were gathered from a variety of sources including a telephone comment line, e-mail, a website comment page and a public scoping open house. The Scoping Report contains all of the comments received during the scoping period.